

STOCKPORT COUNCIL
EXECUTIVE REPORT – SUMMARY SHEET

Subject: (RSAS) Woodley Primary School - Objection Report

Report to: (a) Werneth Area Committee

Date: Monday, 28 October 2024

Report of: (b) Joint report of the Director of Place Management and Assistant Director - Legal & Democratic Governance

Key Decision: (c) **NO / YES** (Please circle)

Forward Plan General Exception Special Urgency (Tick box)

Summary:

To consider a number of objections to proposed Traffic Regulation Orders (TROs) for Clough Meadow, Woodley proposed restrictions.

Recommendation(s):

The Werneth Area Committee is asked to consider the comments detailed in the report and provide approval for the order to be made as advertised.

Relevant Scrutiny Committee (if decision called in): **(d)**

Communities & Transport Scrutiny Committee

Background Papers (if report for publication): **(e)**

There are none.

Contact person for accessing
background papers and discussing the report

Officer: Zoe Allan
Tel: 161 474 3138

'Urgent Business': (f) **YES / NO** (please circle)

Certification (if applicable)

This report should be considered as 'urgent business' and the decision exempted from 'call-in' for the following reason(s):

The written consent of Councillor _____ and the Chief Executive/Monitoring Officer/Borough Treasurer for the decision to be treated as 'urgent business' was obtained on _____ /will be obtained before the decision is implemented.

(RSAS) Woodley Primary School - Objection Report

Joint report of the Director of Place Management and Assistant Director - Legal & Democratic Governance

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report is to advise committee members of an objections received to a proposed introduction of No Waiting & No Loading Monday – Friday, 8.30am – 9.30am and 2.30 – 3.30pm, together with No Waiting At Any Time restrictions on parts of the Clough Meadow in the Bredbury and Woodley Ward.
- 1.2 To ensure that objections to the permanent Traffic Regulation Order are appropriately and efficiently considered.

2. INFORMATION AND ADVICE

- 2.1. In considering the objection the Area Committee should be mindful that unless otherwise authorised, the only right the general public has over the highway is a right of passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to secure and facilitate the expeditious movement of traffic.
- 2.2. To support this ambition, Traffic Services have been working to tackle key concerns which have been raised by schools, residents, and local Members. Site investigations have been undertaken to review the operation outside the school and the surrounding roads.
- 2.3. The proposals included various improvements to improve access and road safety in the area close to Woodley Primary School, including crossing points, renewed signage, School Keep Clear markings, No waiting and loading restrictions.
- 2.4. In order to provide the No waiting/loading restrictions it was necessary to promote a new Traffic Regulation Order (TRO) to enable enforcement, which will thereby make the restrictions effective.
- 2.5. The Traffic Regulation Order (TRO) required to introduce the waiting loading restrictions was legally advertised between 24th January 2023 and 13th January 2023 with 2 objections received.

3. OBJECTIONS AND COMMENTS

- 3.1. The specific objections and points contained within each letter have been analysed and detailed below together with the response.

(i) Objection 1 reason:

- (ii) The first objector states: I am an elderly resident of Clough Meadow and in previous years my children and their grandchildren have attended Woodley. We have never had many issues with parking. Yes, there can be traffic during

school drop-off and school collection time. However, that lasts for about 15 to 20 minutes. As a resident on the corner of Clough Meadow, Woodley, I object to these parking restrictions being put in place, I have lived in this property for 60 years and we have never had any issues with parking and therefore we don't want to see yellow lines outside the front of our properties. We also feel that by putting these restrictions in place you are forcing more dangerous parking further up the road. I have taken it upon myself to go and speak to a couple of neighbours before I have sent you this email and they are all in agreement that they feel it unnecessary to have these parking restrictions put in place. I think you also need to take into consideration the busy main road near the primary school by not letting parents drop their children off near the school. You are forcing them to park on a very busy main road.

Response

The proposed scheme was scaled back following the initial public consultation in January 2023 to reduce the impact on on-street parking for residents whilst still providing a scheme which focuses on pupil safety and complies with the funding available within the Road Safety Around Schools budget.

The Traffic Regulation Order restrictions are proposed in order to improve the flow of traffic on Clough Meadow, Northdown Avenue and Boundary Close and prevent vehicles blocking the road and visibility for vehicles or pedestrian exiting or crossing junctions at Northdown Avenue, Boundary Close and entrance to the school on Clough Meadow.

The restriction of Single Yellow lines with No Loading at school drop off/pick up times on the southern side of Clough Meadow school entrance are to at least keep one side clear of vehicles and provide a safer environment for pupils and parents/carers and to allow for residents to access their properties at these timings. The Single Yellow line is only restricted Monday to Friday between the hours of 8.30 – 9.30am and 2.30 – 3.30pm (2 hours per day) and will be available to park at all other times, thus not restricting visitors during the day/evenings.

(iii) Objection 2 reason:

The second objector states: I have been driving to Woodley School now for 10 years with my children and I have never once seen any issues. Yes, the odd person will block a driveway, and yes there will be the odd time where there is dangerous parking, but on the whole the parents seem to be quite considerate. From a parent point of view. I feel that by putting these restrictions in your forcing parents to park on Pennine Road, which is a very a busy road. I find this really worrying when you've got small children getting them in and out of the car on a main road, I find this is going to be more dangerous than the parents that park near the school. I hope this can be locked into more before these restrictions are put in place because God forbid a parent parks on Pennine Road, and their child gets hit by a car.

Response

The Traffic Regulation Order restrictions are proposed in order to improve the flow of traffic on the roads around the school and prevent vehicles blocking the road and visibility for vehicles or pedestrian exiting or crossing junctions in the area. There focus of the restrictions are in small areas outside the school entrances.

Traffic officers witnessed several areas of concerns of blocking the carriageway and areas of congestion, parking on footways and generally inconsiderate parking, thus making the walk to school unsafe. Likewise, a concern for any emergency services that may be required to attend the area.

The Road Safety around Schools programme aims to promote walking/cycling to school, to try to create a safer passage for children/parents and carers which will then in turn help to facilitate the use of cycles or walking to school creating an all-round better experience.

Officers have to balance the needs of residents who are subjected to abuse of and from visitors to the school and that they should be able to move freely from their properties. There are areas further out from the restriction that may support some parking without having to park on Pennine Road.

4. LEGAL IMPLICATIONS

- 4.1. The Council has a statutory duty to ensure that its highways operate safely for the safe passage of all traffic including pedestrians and powers to regulate and restrict traffic to assist in that duty.

5. REASONS FOR RECOMMENDATIONS

- 5.1. To comply with the Local Authorities' Traffic Orders, Regulations 1996 the Authority must consider all objections submitted during the consultation period of at least 21 days before 'Making' a Traffic Regulation Order.
- 5.2. The Committee should make a decision in respect of the objections received so that the scheme can be progressed, and the restrictions introduced or abandoned.

6. ALTERNATIVES CONSIDERED

- 6.1. The alternative to the proposals laid out in this report is to continue with the current lack of restriction on the highway by not introducing the proposed traffic regulation orders.

7. RECOMMENDATIONS

- 7.1. It is recommended that:
- 7.2. the Area Committee note all Traffic Regulation Orders where objections have been considered by officers;
- 7.3. the Area Committee accepts the proposals as shown in Appendix A, and the Traffic Regulation Order be made as originally advertised.
- 7.4. **Drawing No. 0305 / 52 / WP / 004 Rev A.** in **Appendix B** shows the proposed parking restrictions and other measures to be introduced.
- 7.5. That the objectors are informed of the decision.

Background Papers

[Area Committee Report 16th October 2023 - Woodley Primary](#)

Anyone wishing further information please contact Zoe Allan on telephone number Tel: 161 474 3138 or by email on zoe.allan@stockport.gov.uk

Appendix A

PROPOSED TRO SCHEDULE

NO WAITING 'AT ANY TIME'

Savernake Road, (South side): From its intersection with the eastern kerb line of Sherwood Road in an easterly direction for a distance of 10 metres.

Sherwood Road, (East side): From its intersection with the southern kerb line of Savernake Road in a south-westerly direction for a distance of 10 metres.

Bowland Road, (North side): From a point 42 metres west of its intersection with the western kerb line of Needwood Road in a westerly and north-westerly direction for a distance of 30 metres on to Sherwood Road, (East side).

Savernake Road, (South side): From a point 10 metres west of its intersection with the western kerb line of Needwood Road to a point 10 metres east of its intersection with the eastern kerb line of Needwood Road

Needwood Road, (Both sides): From its intersection with the southern kerb line of Savernake Road in a south-westerly direction for a distance of 10 metres.

Savernake Road, (South side): From a point 36 metres east of its intersection with the eastern kerb line of Needwood Road in an easterly then south- easterly direction for a distance of 27 metres on to Charnwood Road, (West side).

Westfield Drive, (North side): From a point 10 metres west of its intersection with the western kerb line of Northdown Avenue to a point 12 metres east of its intersection with the eastern kerb line of Northdown Avenue

Northdown Avenue, (Both sides): From its intersection with the northern kerb line of Westfield Drive in a north-westerly direction for a distance of 10 metres.

Clough Meadow, (South side): From its intersection with the easterly kerb line of Northdown Avenue in an easterly direction on for a distance of 10 metres.

Northdown Avenue, (East side): From its intersection with the southern kerb line of Clough Meadow in a southerly direction on for a distance of 10 metres.

Clough Meadow, (South side): From a point 10 metres west of its intersection with the western kerb line of Boundary Close to a point 11 metres east of the eastern kerb line of Boundary Close.

Boundary Close, (West side): From the intersection of the southern kerb line of Clough Meadow in a south-easterly direction for a distance of 15 metres.

Boundary Close, (East side): From the intersection of the southern kerb line of Clough Meadow in a south-easterly direction for a distance of 10 metres.

NO WAITING & NO LOADING MONDAY TO FRIDAY 8:30-9:30am and 2:30-3:30pm

Savernake Road, (North side): From a point 11.6 metres east of the projected eastern kerb line of Needwood Road in a westerly direction for a distance of 64 metres up to the School Keep Clear markings.

Sherwood Road, (West side): From a point 1 metre south-west of the projected northern kerb line of Savernake Road in a south-westerly direction for a distance of 31 metres.

Clough Meadow, (South side): From its intersection with the western kerb line of Northdown Road in a westerly direction for a distance of 26 metres

Northdown Avenue, (West side): From its intersection with the southern kerb line of Clough Meadow in a southerly direction for a distance of 16.5 metres

NO STOPPING MONDAY TO FRIDAY 8:30 - 9:30AM, 11:30AM – 12:30PM and 2.30 - 3:30PM ON SCHOOL ENTRANCE MARKINGS

Sherwood Road, (West side): From a point 1 metre south-west of the projected northern kerb line of Savernake Road in a northerly direction for a distance of 31.56 metres

Sherwood Road, (East side): From its intersection with the northern kerb line of Savernake Road in a northerly direction for a distance of 31.56 metres